

of the shed over the Pacific Mail dock at Francisco for the purpose of preventing Chinese detained there from escaping.

INDUSTRIAL FACILITIES.—On and after the day of January, 1902, the limit of the amount that can be sent in a single money order issued in the Straits Settlements on Siam will be raised from \$50 to \$100.

HONGKONG SHARE MARKET.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

HONGKONG, Friday, January 10th.

There has been a somewhat better feeling in the market during the period under notice, and a marked improvement has taken place in the Hongkong and Shanghai Banks, Hongkong Chartered and Charbonnages. The China Provincial Loan and Mortgage Company, Limited, has advertised its Fifth Ordinary Yearly Meeting for the 15th January. The transfer books will be closed from the 11th to 15th instant, both days inclusive. Both the Hongkong and Investment and Agency Company, Limited, and the West Point Building Company, Limited, have given notice of their ordinary Annual Meetings to be held on the 23rd January. The transfer books will be closed from the 14th to 23rd instant, both days inclusive. Banks.—Hongkong and Shanghai Banks have been in strong demand, and transactions have taken place at advancing rates up to \$63½, at which figure the market closes steady. The London Convention has jumped to £65. Nationals are without change. Marine Insurances. Unions are a shade firmer, and have been placed at 34½. China Traders have advanced to 55½ on sales and buyers. There has been no movement in other stocks. Fire Insurances.—Hongkong Fires have been fixed at the advanced rate of \$70, and are now required for \$37½. China Fires have again been sold, and a few more shares are to be had at \$90. Shipping.—Hongkong, Canton and Macao Steamboats have much improved, and are now offered for at \$37½ after being placed at \$37. Indo-Chinas changed hands early in the week at \$141, but have since weakened and sales at 139 have been effected. Douglas Steamships are in the market at \$46. China and Families are quiet, and can be had at \$59. Far Ferries are neglected at quotations. Refineries.—China Sugars are offering at 149. Luzons remain firm with buyers at \$26. Mining.—Punjoms have been disposed of at 450. Owing to the poor crushing, Raubs have fallen to \$9 sellers. We are advised that during December, 3,400 tons ore were treated or a yield of 1,300 ounces smelted gold. Charbonnages have boomed to \$450, and shares are wanted at this figure. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have ruled a bit lower and business at \$28½ has resulted. Kowloon Wharfs have again been sold at \$94. Farnhams keep advancing and are in demand in Shanghai at \$12. 762½. New Amoy Docks are in request at \$30. Lands, Hotels and Buildings.—Hongkong Lands are offering at \$194. It has been decided to pay a final dividend of \$6 to shareholders. Kowloon Lands and West Points are unaltered and we hear the latter will pay a final dividend of \$1.60 per share. Hongkong Hotels are obtainable at \$138. Both Humphrey's Estate and China Providents are very firm, and shares hard to get at \$14 and \$10 respectively. Shanghai Lands have risen to 110, at which rate sales are reported. Cotton Mills.—Hongkong Cottons have enquiries at \$14. Quotations of the Northern Mills are unchanged, except Ewes, which are reported sold at 18. Cigar Companies.—Nothing has transpired in stocks under this heading. Miscellaneous.—Green Island Cements are weak at \$2½. A. S. Watsons are procurable at \$15½. Winkins have found buyers at \$10. Electrics are wanted at \$13 for the old, and at \$14 for the new shares. A small lot of Iccs has been placed at \$195. Tramways have still further improved and are enquired for at \$305. United Asbestos have been dealt in at \$10. William Powells are quoted at \$9 ex the interim dividend of 50 cents paid on the 6th instant. Lankats have gone up to 11½, at which price, however, shares are offering.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st January.

	1901.	1902.
Tytam.....	34' 2" below	39' 18" below
Pokfulam.....	4' 10" below	27' 4" below
Wong-nai.....	19' 7" below	32' 0" below
cheong.....	overflow	overflow
STORAGE GALLONS.		
	1901.	1902.
Tytam.....	275,260,000	131,170,000
Pokfulam.....	55,500,000	11,620,000
Wong-nai.....		
cheong.....	101,160,000	3,190,000
Total.....	342,920,000	145,980,000
Consumption of Water in the City of Victoria and Hill District during the month of Dec.	1900.	1901.
Consumption.....	100,404,000	76,899,000 gallons
Estimated.....	269,500	211,900
population.....		
Consumption.....	16.8	11.7
per head.....		
per day.....		
Consumption of Water in Kowloon Peninsula during the month of December.	1900.	1901.
Consumption.....	9,853,000	9,787,000 gallons
Estimated.....	28,800	537,000
population.....		
Consumption.....	11.1	5.8
per head.....		
per day.....		

The Government Analyst reports that the water is of excellent quality.

W. BRATHAM,
 Water Authority.

MESSRS. COTTAM & CO. FOR PATENT LEATHER, DRESS BOOTS, AND SHOES.

THE DAIRY FARM CO., LD.

An extraordinary general meeting of this Company was held at the office, 2, Albert Road, at four o'clock yesterday afternoon, for the purpose of confirming the resolution passed at the meeting held on the 13th ult. Captain Tillet (Chairman) presided, and there were also present Messrs. F. Maitland (Director), J. Walker (Manager), J. M. Machado, Ling Wong, and R. P. Moffitt (Secretary).

The notice convening the meeting having been read by the Secretary,

The Chairman, before putting the resolution to the vote, said he should be pleased to answer any questions.

No questions were asked, and the resolution was read. It was as follows:—"That the figures in Article No. 10, Clause 15, of the Articles of Association of the Company, be altered to read \$1,500 (Fifteen hundred dollars)."

Mr. Machado moved that the resolution be confirmed, and the motion, which was seconded by Mr. Walker, was carried unanimously.

The Chairman—That is all the business before the meeting, gentlemen. Thank you for your attendance.

WISE AND OTHERWISE.

I was much interested in your notes. Rats, on the Rat Crusade, Mr. Editor, for I have been doing a bit in that direction myself. I tried traps at first, and they acted well for a time, but at last I always found them sprung in the morning with a bit of wood shoved in. I suspected the servants, and so sat up one night to watch. I made myself quite comfortable on the dining-room table, with a little liquid refreshment and the light turned low, while all around I had traps of divers sizes and shapes nicely baited. It was a very hot and dry night and I had to wait a long time for the rats. When they did come though, they came in flocks and were of all shapes and sizes and colours. I took refuge on the top of the piano immediately. Each rat had a bit of wood in its mouth which he shoved into the trap to spring it, and then devoured the bait. When all the traps had been sprung the toasted cheese seemed to have made the rodents thirsty, for they moved in a body to the table. About twenty-seven, pushed over the decanter, while twelve more pulled out the stopper, and really, Mr. Editor, the drunken riot that ensued was hoisted to witness. My mother-in-law, who was staying with us, made nasty remarks about the empty decanter next morning, and wouldn't believe me when I told her the rats had done it and that I had had to sleep on top of the piano because I couldn't get down into a sea of rats. She said something about a sea of whisky, but I don't quite know what she meant by it.

I quite agree with you that Birdlime, bird-time is apt to pull upon the rats and the bird-lime after a time. I tried it and haven't recovered from the effects yet. We had it put down on nice little tin plates all over the house, and the first night, we gathered in quite a big bag. Next morning Tommy went and sat down in one of the plates and is still going about with a tin seat to his breeches. He says that he can slide down rocks quite comfortably now! Then my mother-in-law got hold of the birdlime pot and thought it was soft soap. She tried to wash her Peking pug with it, and the dog has been sticking to the furniture ever since. At dinner the cook nearly poisoned us by serving birdlime with the Christmas pudding, and we only discovered the mistake when my eldest daughter's fiancée got his spoon stuck to his moustache. Strange to say, Marjorie, my eldest daughter, had a little tuft of flaxen hairs stuck on her chin later in the evening. She said she had been kissing the lined pug—but his hair isn't flaxen. Then Tommy smeared his grandmother's bonnet with birdlime on the inside, and when the old lady came in after evening service and tried to take it off in the drawing-room, the whole of her grey curls came away with it. She left us next day and Tommy has been cut out of her will. Really, I don't think birdlime is much of a success, do you?

Have you taken to Ping Pong yet, Mr. Editor? I don't should strongly advise you not to, for the game is so seductive that common sense, business ability, peace and quiet, and all the other desirable attributes of a decent life fly out of the window as Ping Pong enters at the front, or is smuggled in at the back door. Old grey-haired men rave about it, little golden-haired angels who have not yet emerged from the short skirt and long black stockings stage babble of it in their sleep, and even babies have been known to choke themselves by swallowing a ball or two. To see your medical adviser and your spiritual guide crawling round the dining-room floor after dinner, knocking their heads together under the table, and making wild grabs under the dinner-wagon or sideboard is hardly moral, and to see the father of a family scraping with both hands in the coal scuttle savours of little short of anachronism in the home. Yes, it is a fearsome game, and should never be allowed outside of lunatic asylums or homes for the blind. My set has already cost me hundreds of dollars in crockery and much more in light refreshments. At all unenriching hours of the night the front door bell rings and some neighbour invades you for a game of Ping Pong, or another, who is the happy possessor of the game, comes in to borrow a ball or a bat. I am seriously thinking of burning my set before I am either ruined or driven into the asylum. Anybody can have it who will give me a nice quiet German band, or a barrel-organ in exchange. Even a small menagerie would be cheaper and far more conducive to repose than my Ping-pong set. Failing offers, I have applied for lodgings in the Parrot House at the Zoo.

GILAI.

THE ALLEGED COLLISION.

BETWEEN THE "INDUS" AND A JUNK.

As reported in our yesterday's edition Kwok Kain Chun is suing the Compagnie Des Messageries Maritimes for \$1,000 in respect of the loss of his junk alleged to have been caused by a collision which occurred between the mail boat *Indus* and the junk off Hong Hai Bay, in the China Sea, on Sunday, 22nd September last.

Mr. Morgan Phillips, barrister-at-law, appeared for the plaintiff, instructed by Mr. John Hays, of Messrs. Johnson, Stokes and Master, solicitors; and defendants were represented by Mr. John Hastings, solicitor.

The pleadings were put in and he'd as read. The defendants in their answers denied all knowledge of the collision, and stated further that the *Indus* left Shanghai on 19th September last and arrived in Hongkong at 8 a.m. on the 22nd, not having been in collision with the plaintiff's or any other Chinese boats. They entirely denied plaintiff's allegation that the *Indus* collided with the plaintiff's junk as alleged.

Mr. Morgan Phillips, in opening the case, stated that the claim was for damages to plaintiff's junk caused by a collision with the defendant's steamship *Indus* on the morning of 22nd September last. The plaintiff was the owner of at least two fishing junks, belonging to the port of Hongkong, which usually lay at Taikoktsui when not on the fishing ground. On the night of 1st September last his two fishing junks, the *Cheung Kam Lee*—the one subsequently injured—and her consort, the *Cheung Lee Chan* left the inlet at Tai Sami, which is about 75 miles along the coast in an easterly direction. This is the headquarters of the fishing grounds which lie about the small island of Pedro Blanco. The weather was fine. There was a light easterly breeze and a calm sea and they sailed in a southerly direction towards the island of Pedro Blanco. At about 3.30, in the morning of the 22nd—somewhere between that and 4 o'clock—the helmsman of the junk *Cheung Kam Lee* saw approaching the

WHITE MASTHEAD LIGHT OF A STEAMER. He called the attention of the other members of the crew to the light which was approaching them. It was a steamship coming from an easterly direction and going to Hongkong. His (Mr. Phillips's) instructions were, and he thought the evidence would bear it out, that at this time the junk was somewhere near—a few miles away from—the island of Pedro Blanco and inside that island somewhat on the coast side, probably a little to the westward of it.

The people on the junk first saw the white light of the steamer and afterwards the green light. Attention was called to it, but it was thought the steamship would avoid them, seeing that the junk was on the port tack and kept to her course. However, the steamer did not attempt to avoid them, but came straight on and there was a violent collision. The steamship ran into the junk's port side and completely cut off the bow, somewhere near the foremast. The severed part sank. Fortunately the other part held sound in some way: there was a water-tight compartment, he thought; so no lives were lost. The people on the junk called out to those on the steamer for assistance.

THE STEAMER DID NOT STOP however, but went on her way to Hongkong. There were three or four members of the crew and the master asleep below at the time. Just before the collision occurred the master was aroused and came on deck. Witnesses on the junk and witnesses on the consort junk, which was quite near her at the time, would tell the Court that the steamship which came into collision with them was a large mail steamer with a white hull, two black funnels, and, he believed, two masts. The damaged junk was towed by her consort, the other junk, to Hongkong and arrived here on the morning of 23rd September. As soon as they arrived here, the plaintiff came over from Kowloon and at once instructed his lawyers. He subsequently went to the Harbour and there saw the steamship *Indus* which had arrived on the morning before at 8 o'clock. He went round her in a sampan and would tell the Court that he saw

MARKS ON HER BOWS.

the white paint having been very much scratched and removed, giving indications to him that she had been in collision with something. Captain Douglas, marine surveyor, would be called to give evidence. He had an experience of 16 or 17 years upon this coast as master and officer of steamships. He knew the southern coast intimately, having sailed backwards and forwards some 350 times; and he had heard the statements of the crew and had come to the conclusion, from the strength of the wind and the course they were sailing, that they were in the position which had been indicated to his Lordship. That was some 60 miles from Hongkong. Captain Douglas knew the French mail steamers well and would tell the Court that during the south-west monsoon, which was prevailing at that time, September, the French steamers nearly always kept a course inside Pedro Blanco. He would also state that these French steamers were the only steamers in this part of the world with white hulls and two black funnels, and that as the *Indus* arrived here at 8 o'clock on the morning of the 22nd, she would, at her normal pace of something like 13 knots, have been just in the place which the plaintiffs stated that the collision occurred. Of course, the people on the junk did not see the name of the steamer, and being Chinese, would not have known it even if they had. But they all said she had a white hull and two black funnels.

WHITE HULLS AND TWO BLACK FUNNELS, and that as the *Indus* arrived here at 8 o'clock on the morning of the 22nd, she would, at her normal pace of something like 13 knots, have been just in the place which the plaintiffs stated that the collision occurred. Of course, the people on the junk did not see the name of the steamer, and being Chinese, would not have known it even if they had. But they all said she had a white hull and two black funnels.

One witness would speak to the shape of her bows, which were peculiarly straight. So that, it seemed to him, there was the strongest substantial evidence that it was this steamer *Indus* which came into collision with the junk. The plaintiff held that the collision was caused by the negligence of the *Indus*; she did not keep out of the way of the junk. She did not stop her engines or slacken her speed when approaching the junk. He should have stated that the junk had the usual light exhibited by fishing junks—a bright light suspended from a pole about six feet above the stern; and the Court would be told that that light was seen, by those who had charge of the junk, to be burning brightly just before the collision happened. It seemed to him that if those witnesses gave their evidence according to the instructions which he had received, coupled with the evidence of Captain Douglas, there was the strongest circumstantial evidence that the ship which caused the damage was the *Indus*; and he would ask his Lordship to say that she was to blame and was liable to the plaintiff in the amount of damages which was claimed.

Kwok Kain Chun, the plaintiff, deposed that on the morning in question he heard a disturbance and went on deck. He then saw approaching them a white steamer with two masts and two black funnels, and blunt bows. She was a large steamer and from her appearance he knew her to be a mail steamer. The collision took place shortly after he came on deck. The result of it was that the bow of the junk was cut through and the severed forward part sank. They on the junk cried out to those on the steamer to "save life" and made a great noise to attract their attention, but the steamer did not stop. He saw a white light and a green light on the steamer. On coming back to Hongkong he identified the steamer, and had the junk repaired.

Cross-examined—When he came on deck as described it was dark, but there were some stars. There were some clouds but no rain then or thereon. After the collision he went into the main-hold and looked at the clock. It was then 3.30. When he came on deck the bows of the steamer were right over the top of them. She dashed into them and went straight on without slackening her speed. As a result of the collision the foremast fell. He did not run aft when he saw the collision about to take place; he remained on the main hatch. The look-out man ran aft.

TODAY'S PROCEEDINGS.

The further hearing of the action was continued this morning when Counsel for the plaintiff called four witnesses and completed his case. The evidence of three Chinese fishermen was first taken, after which Captain James T. Douglas, marine surveyor, of Hongkong, was called. He deposed that he had had between five and six years experience on the China coast, and knew the vicinity in which the alleged collision was supposed to have taken place. By means of charts he calculated the distances and marked out points at which both a steamer and junk would be having regard to the steering and number of knots made. He did not think the *Indus* was a fifteen knot boat, and was of the opinion that if she was going at 13 knots with a two knot current against her she would, at the time named, be about five and a half miles north of Pedro Blanco. Many fishing junks were always around that island though he was unable to name the area they covered.

The owner of the junk was recalled, and questioned by his Lordship, said that on the morning after the collision he examined the sides of the *Indus* while she was lying in the Harbour, and he found that paint had been scratched off her bows on the starboard side. There was none off on the port side.

The case was further adjourned till Monday morning when the case for the defence will be commenced.

AT THE MAGISTRACY.

January 11th.

THE UBIQUITOUS MR. CRUZ.

The police records have not had a mention of F. Cruz for fully one month until to-day, which is somewhat surprising, as heretofore he has been a very frequent visitor, but in no instance has he been convicted of any offence. This time it was for obtaining goods under alleged false pretences. On Nov. 8th, he sent an order for a pair of boots to W. Brewer & Co., using the note paper of Mr. S. E. Sykes, a sharebroker. Brewer claimed that not only he did not know Cruz, but had never even heard of him, and his delivery of boots to bearer of order was solely on the strength of his supposing the order was from Mr. Sykes. The original orders not being in Court, the case was remanded until Monday, and Cruz, in company with a constable went in search of \$250 bail.

ALLEGED BICYCLE THEFT.

On Christmas, Mr. Seth lost his bicycle. To-day the silent steed appeared in the police court with all the earmarks of having been making a visit to the pawn shop. No! Mr. Seth had not been hypotheating his wheel to obtain the wherewithal to purchase Xmas presents. Chan Kau, an accountant residing at 102 Queen's Road West, at Christmas had "borrowed" the bicycle. Evidently his memory was poor as he did not remember the owner's name, but sold it to Tsang Sui Cheun, a school-boy, whose parents were somewhat conservative and refused to allow him to ride it. As Chan Kau would not return the \$40, he paid for it, he made the best of a bad bargain and pawned it for \$25 in a pawn shop. It was recovered there. "No decision was made by the Magistrate," the case being remanded until Monday next.

MESSRS. COTTAM & CO., for THE LATEST STYLES IN HATS.

Notices of Firms.

NOTICE.

WE have this day appointed Mr. GEORGE HAROLD MEDHURST, Manager, and Mr. EUGENE JEAN LINEAUD, Sub-Manager of our Hongkong Branch.

DODWELL & CO., LTD.
Hongkong, 1st January, 1902. [19d]

NOTICE.

THE Firm of DODWELL, CARLILL & Co., hitherto carrying on business at Poochow (China), Colombo (Ceylon), and Peninsular House, Monument Street, London, E.C., has been dissolved by mutual consent of the Partners, Messrs. E. J. MOSS and GEO. B. DODWELL, and from To-day the business will be carried on by the Undersigned.

All Debts due to or by the Firm of DODWELL, CARLILL & Co., will be received or paid by DODWELL & CO., LTD.

Mr. E. J. MOSS has been appointed Manager at Poochow, and Mr. W. J. WILLIAMS, Acting Manager at Colombo.

DODWELL & CO., LTD. [18d]
Hongkong, 1st January, 1902.

Auction.

GOVERNMENT NOTIFICATION.

No. 799.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 13th day of January, 1902, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 28th December, 1901. [29d]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 13th day of January, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

Registry No.	Locality.	Boundary Measurements.	Containing in Square Feet.	Annual Rent.	Upset Price.
17.	Adjoining R.H.L. No. 32.	61.3 1/2 153.6 1/2	15	33	8,915
					14
					416

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 14, Des Vaux Road, Victoria, on WEDNESDAY, the 15th January, 1902, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 11th to 15th instant, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 6th January, 1902. [20d]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary to the Hongkong Land Investment and Agency Co., Ltd.

General Agents for The West Point Building Company, Limited.

Hongkong, 6th January, 1902. [22d]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER OF SHARES will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary.

Hongkong, 6th January, 1902. [21d]

NOTICE TO MARINERS.

MASTERS of Vessels arriving at or leaving Hongkong by the Eastern entrance are cautioned to go as SLOW AS POSSIBLE when in the vicinity of the wreck of the "SKRAMSTAD" off North Point.

Much damage and delay to the work of raising the ship has been caused through the wash of passing vessels.

R. MURRAY RUMSEY, R. Com., R.N., Harbour Master, &c. Harbour Department, Hongkong, 7th January, 1902. [31d]

GOVERNMENT NOTIFICATION.

No. 10.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from North Point on the 9th and 10th January and on the 13th, 14th, 17th, 19th, 25th and 27th February, 1902. All Ships, junks, and other Vessels are cautioned to keep clear of the Ranges.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANZ, CRAWFORD & Co.
Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 20th July, 1901. [733c]

INCANDESCENT GAS LIGHT.

The undersigned, being Sole Agents for
DR AUER VON WELSBACH Co., VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece. BEWARE OF INFERIOR IMITATIONS! **KRUSE & Co., CONNAUGHT HOUSE.**

954c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for TYPHUS, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [24]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE. SARSAPARILLA. RASPBERRYADE. TONIC WATER. LEMON SQUASH. SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

755c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.159
Thermometer 59.7
Humidity 74
Rainfall 1.545

TO-DAY.

On date at 10 a.m. On date at 4 p.m.
Barometer 30.18 30.07
Temperature 64 68
Humidity 58 48
Rainfall — —

TO-MORROW.

Saturday, 11th January, 1902
Chinese—2nd of 12th moon of 27th year of Kwang-shu.
Sun—Rises 6hr. 45min.
Sets 5hr. 32min.
High water—Morning 1hr. 20min.
Afternoon 4hr. 20min.
Low water—Morning 4hr. 13min.
Afternoon 7hr. 30min.

ANNIVERSARIES.

1844—The first Legislative Council sat.
1870—Sir A. Alcock left Hongkong for England.
1872—Seamen's Church, West Point, opened.
1890—Fire at Foochow; 200 Chinese houses and several foreign houses destroyed.
1891—New Union Church, Hongkong, opened.
1896—S.S. Bonnington towed into Hongkong with her boiler adrift and other extensive damage.
1897—Roxas and twelve other rebels shot at Manila. Death of the Empress Dowager of Japan.
1899—Lord Charles Beresford visits Japan.

TO-MORROW.

Sunday, 12th January, 1902
Chinese—3rd of 12th moon of 27th year of Kwang-shu.
Sun—Rises 6hr. 45min.
Sets 5hr. 35min.
High water—Morning 1hr. 20min.
Afternoon 4hr. 20min.
Low water—Morning 4hr. 13min.
Afternoon 7hr. 30min.

ANNIVERSARIES.

1842—Gunpowder Factory at Canton accidentally blown up.
1875—Tung-chi Emperor of China, died in the nineteenth year of his age.
1891—Serious earthquake at Java.
1896—Fire on the s.s. Sakata Maru; damage \$60,000.
1897—Fire on the s.s. Fausang.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.
St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.
St. John's Cathedral:—Communion, 7 a.m., 11 a.m., 5 p.m., 7.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.) 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.

St. Peter's Seamen's Church.

West Point.

(Corner of Des Vaux Road W. & Western St.)

1st Sunday after Epiphany (Jan. 12th).

Holy Communion 7.30 a.m.

Matins 11 a.m., Hymns, 506, 101, 507, and 493.

Evangelist 6.30 p.m., Hymns, 404, 327, 492, and 329.

The Mission Launch "Dayspring" will call on the ships between 9.15 and 10.30 a.m. and between 5.30 and 6 p.m. (Kowloon Ferry Wharf to 3.30 and 6 p.m.) to bring men ashore to the services returning afterwards. The "Answering pennant" is the call flag.

Gospel Street, Top Floor.

Off Queen's Road, East.

Meetings are held as follows:—

SUNDAY.

Acts 2.42 11 a.m.

Captain's Address 6 p.m.

TUESDAY.

Soldiers & Sailors Bible Class. 6 p.m.

THURSDAY.

General Bible Class 6 p.m.

SATURDAY.

Prayer Meeting 6 p.m.

A hearty welcome given to all.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (Laos) 15th inst.

American (Peru) 16th inst.

Canadian (Empress of India) 19th inst.

American (Coptic) 25th inst.

American (America Maru) 1st prox.

The Imperial German Mail steamer *Shufeldt* left here on the 11th ult., has arrived at Genoa on Thursday p.m., the 9th inst.

HONGKONG AND WHANPOA DOCK RETURNS.

Canton River at Kowloon Dock.

Saturn " " "

Maria Jelen " " "

Chingta " " "

Vigilante " " "

Empress of China " " "

Powen " " "

Ty " " "

H. J. Alcock " " "

Reynolds " " "

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. & Mrs. Howard, Mr. Thos. J. F.
Andrews, Mr. D. W. Hughes, Mr. W. K.
Angus, Mrs. Huke, Mr. A. N.
Bonnet, Mr. F. Hune, Mr. A.
Bailey, Mr. W. S. Johnsen, Mr. and Mrs. E. S.
Baldwin, Miss S. C. King, Major H. S.
Ball, Mr. T. A. King, Lt. & Mrs. R. G.
Barlow, Mr. B. J. Kingdon, Miss
Barlow, Mr. F. C. Klamberg, Mr. D. V.
Belger, Dr. Knudson, Dr. A. S.
Black, Mr. J. Lesbit, Mr. D.
Bonner, Mr. E. A. Lyons, Mr. R.
Brown, Mr. and Mrs. Mackay, Mr. J. N.
D. E. Mackie, Mr. Gordon
Brown, Mr. J. W. McGill, Mr. and Mrs.
Buchanan, Miss McLellan, Mrs. E. E.
Buttanshaw, Major Merz, Dr. & Mrs. child
Cameron, Mr. D. H. and nurse
Clark, Dr. F. Michael, Mr. S. J.
Clarke, Mr. E. A. Milton, Mr. and Mrs.
Cole, Mr. G. C. Minotti, Mr. M.
Colson, Mr. C. M. Miyemura, Mr. K.
Crago, Dr. J. M. Nishimura, Mr. S.
Davis, Mr. J. L. Nehman, Mr. W.
Discombe, Mr. G. M. Omden, Comte & wife
Dorehill, R. A., Major Ono, Mr. T.
Dunsford, Capt. & Mrs. Parfit, Mr. W.
and child. Pearce, Dr. W. W.
Edwards, Mr. F. W. Pitcher, Mr. A. J.
Fleischer, Mr. M. Posing, Mr. H. G.
Fernald, Mr. and Mrs. Price, Mr. H.
Foye, Mrs. A. L. Radcliffe, R. E., Capt.
Freemont, Mr. Rich, Mr. W.
Gibson, Mr. and Mrs. Robertson, Mr. W. R.
Gibson, Mr. and Mrs. Schou, Mr. C.
Glover, Mr. C. S. Schiguchi, Mr. S.
Goldman, Mr. J. Simpson, Mr. A. E.
Grant, Mr. John Simpson, Prof. & Mrs.
Grant, Mr. P. Smith, Mr. T. J.
Greene, Capt. and Mrs. Smithers, Mr. R. G.
W. W. Snewin, Mr. E. A.
Gusson, Mr. Taylor, Miss
Guignard, Mr. T. Taylor, Mr. D. G.
Handelman, Mr. and Mrs. Unsworth, Capt. & Mrs.
Mrs. J. W. W. W.
Hanson, Mr. B. E. W. W.
Hawley, Mrs. M. B. W. W.
Hawley, Miss W. W. J. G.
Hawley, Mrs. E. O. W. W.
Hawley, Mr. R. G. W. W.
Hawley, Mr. H. H. W. W.
Hawley, Mr. and Mrs. H. Taylor

VISITORS AT THE CONNAUGHT HOTEL.

Abad, Mr. J. M. McMillan, Mr. A. C.
Aenle, Mrs. C. & child. Perfect, Mr.
Ahrens, Mr. H. Pontifex, Mr. E. C.
Arnold, Mr. H. Remedios, Mrs. d'Al-
Brockelbank, Mr. and made a C.
Mrs. Remedios, Mr. d'Alma-
Brockelbank, Miss Remedios, Miss d'Alma-
Bryson, Mr. A. da C.
Curry, Mrs. da C.
Daniel, Dr. W. Smith, Mr. and Mrs.
Delbanco, Mr. E. D. L.
Gumpert, Mr. and Mrs. Souhart, Mr. and Mrs.
E. Spindle, Mr. and Mrs.
Harris, Mr. Walter Swaine, Mrs. W. M.
Hindmarsh, Mr. & Mrs. Thompson, Mrs.
T. W. Tinsley, Miss
Hobden, Mr. H. Watson, Major & Mrs.
Homan, Miss J. J. C.
Hurri, Mr. A. Webster, Mr. R. D.
Jenkins, Mr. S. L. Wilson, Mr. A. A.
MacKenzie, Mrs. C. Wilson, Mr. J. A.
Manero, Mr. R. Wooten, Mr. and Mrs.
Marlow, Mr. W. T. Wooten, Mr. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs. Libaud, Mrs.
and child. Libaud, Mr. E. V.
Beattie, Mr. James Lyne, R. N., Lt. Comdr.
Benson, Capt. and Mrs. Lyne, Mrs.
Bewley, R. A. M. G., Capt. Marchedall, Mrs. &
Blond, Mr. J. W. C. Martin, Mr. R.
Brown, R. E., Col. L. F. May, Mr. A. J.
Brayne, Mr. H. F. R. McDermott, Mr. A. P.
Brusse, Mr. G. Miller, Mr. and Mrs.
Curtwright, Miss Mitchell, Mr. Robert
Chapman, Mr. and Osborne, R. A., Major
Mrs. A. Pitt, Mr. John, R. N.
Connell, Mr. and Mrs. Rumsey, R. N., Hon.
J. L. O. Murray
Coppin, Mr. A. G. Sawyer, Mrs.
Dann, Mr. and Mrs. G. Scott, Captain Percy,
H. R. N., C.B.
Davies, Mr. W. B. Scott, Mrs. Percy and
Dixon, Mr. W. B. child
Dixon, Mr. F. H. Sherbrooke, R. N., Com.
Dixon, Mrs. W. B. W.
Dixon, Miss Sherbrooke, Miss
Dixon, Mr. W. Sherbrooke, R. N., Lt.
Dixon, Master Kenneth and Mrs. H. G.
Ezekiel, Mr. J. S. Sinclair, Mr. A. G.
Forbes, Mr. Andrew Stokes, Mr. A. G.
Grimble, Mr. Geo. Terrell, Mr. and Mrs.
Hamilton, Major H. D.
Houten, Mr. J. von Thomson, Mr. J. S.
Hughes, R. A. M. G., Lt. Wheeler, Mr. W. H.
James, R. A., Maj. and Wright, Dr. and Mrs.
Mrs. Bateson
Jeffries, Mr. H. N.

ORANGE BURN.

Brown, Mr. and Mrs. Ough, Mr. and Mrs. A.
H. Matheson H.
Edwards, Mr. G. H. Pye, Mr. E. Burns
Georg, Mr. and Mrs. C. Simpson, Capt. & Mrs.
Helma, Mr. W. Surplice, Mr. and Mrs.
Henderson, R. N., Capt. F. R. C.
and Mrs. F. H. Taylor, Mr. Basil
Merrill, Mr. H. W. Tyrwhitt, Mr. T.
Prynce, Capt. and Mrs.

VISITORS AT THE QUEEN'S HOTEL.

Bowers, Dr. F. H. Nobbs, Mr. A. P.
Cleave, Capt. Reddick, Mr. A.
Conard, Mrs. and child. Roberts, Mr. A. G.
Cromin, Mr. J. Rodgers, Mr. Hugh
Daniels, Mr. W. P. Roundbeck, Capt.
Gehle, Mr. A. F. B. Shepherd, Mr. F. B.
Goler, Mr. Mestries Stansbury, R. N., Lieut.
Halliday, Mr. and Mrs. and child
Hewitt, A. P. D., Capt. Swartz, Mr. S.
Kay, Mr. P. Spedding, Mr. T.
Lowin, Lieut. Col. and Ueker, Capt.
Mrs. J. I. H. C. Wallace, Mr. G.
Leuss, Mrs. and child. Wallace, Mr. Geo.
Lucker, Mr. Wisheit, Mr. and Mrs.
Maitling, Capt. A. H. V.
Mölet, Capt. I. French Wonget, Mr. A.
Navy

VISITORS AT THE KOWLOON HOTEL.

Barrett, Lieut. & Mrs. Crockett, Mrs.
A. S. (H.K.R.) Crockett, Miss
Barth, Mrs. C. H. and Groves, Capt. and Mrs.
child and family
Billbrough, Mr. C. T. S. Jensen, Mr. Fr.
Billbrough, Mrs. Jensen, Miss
Bittman, Miss Eliza Riegan, Mr. V.
Bittman, Mrs. Stebbins, Mr. and Mrs.
Bittman, Mrs. Stebbins, Mr. and Mrs.

THE SHARE MARKET.

LATEST QUOTATIONS.

(JANUARY 11th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
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Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$635
The Bank of China and Japan Limited (Preferred)	\$ 5	nominal
The Bank of China and Japan, Limited (Ordinary)	\$ 4	\$6.15
The Bank of China and Japan, Limited (Deferred)	\$ 1	nominal
National Bank of China, Limited	\$ 1	\$2 buyers
Do. Founders	\$ 1	\$10 sellers

Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$343 sales
China Traders' Insurance Company, Limited	\$ 25	\$53 buyers
North China Insurance Company, Limited	\$ 25	Tails 180 buyers
Yangtze Insurance Association, Limited	\$ 50	\$130 sellers
Canton Insurance Office, Limited	\$ 50	\$155 sellers

Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$375
China Fire Insurance Company, Limited	\$ 20	\$90 sellers

Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$373 buyers
Indo-China Steam Navigation Company, Limited	\$ 10	\$139 sales
China and Manila Steamship Company, Limited	\$ 50	\$59 se lers
Douglas Steamship Company, Limited	\$ 50	\$46 sellers
China Mutual Steam Navigation Company, Limited (Preference)	\$ 10	\$110
China Mutual Steam Navigation Company, Limited (Ordinary)	\$ 5	\$65
China Mutual Steam Navigation Company, Limited (Ordinary Bonus)	\$ 7.10	\$7.10
"Star" Ferry Company, Limited	\$ 2	\$24 sellers
"Shell" Transport and Trading Company, Limited	\$ 2	\$9 sellers
Shanghai Tug Boat Company, Limited	Tails 100	Tails 165
Taku Tug and Lighter Company, Limited	Tails 50	Tails 175
Shanghai Cargo Boat Company, Limited	Tails 100	Tails 137
Co-operative Cargo Boat Company, Limited	Tails 100	Tails 137

Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$149 sellers
Luzon Sugar Refining Company, Limited	\$ 100	\$26 buyers
Perak Sugar Cultivation Company, Limited	Tails 50	Tails 76

Mining.		
Punjom Mining Company, Limited	\$ 10	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$14 sellers
Société Française des Charbonnages du Tonkin	Francs 350	\$450 buyers
Queen Mines, Limited	Cents 25	4 cents
Jebebu Mining and Trading Company, Limited	\$ 5	\$4 sellers
Raib Allian Gold Mining Company, Limited	\$ 185. 10d.	\$9 sellers
Oliver's Freehold Mines, Limited	\$ 10	nominal
Chinese Engineering & Mining Company, Ltd.	\$ 1	Tails 9.80

Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$287 sellers
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Tails 262 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 5	\$94 sellers
New Amoy Dock Company, Limited	\$ 5	\$30 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Tails 100	Tails 300

Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$10 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$194 sellers
Kowloon Land and Building Company, Ltd.	\$ 5	\$33 sellers
West Point Building Company, Limited	\$ 5	\$55 sellers
Hongkong Hotel Company, Limited	\$ 5	\$138 sellers
Oriental Hotel Company, Limited (Manila)	\$ 100	\$285
Astor House Hotel Co., Limited (Shanghai)	\$ 10	\$14 buyers
Humphrey's Estate and Finance Company, Limited	\$ 10	Tails 110
Shanghai Land Investment Company, Limited	Tails 50	Tails 110

Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$14 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 48
International Cotton Manufacturing Company, Limited	Tails 100	Tails 20
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 30
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 160

Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	\$ 500	\$500 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$52
Shanghai-Sumatra Tobacco Company	\$ 50	Tails 40
American Cigarette Company, Limited	Tails 50	Tails 50

Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$312 sellers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$154 sellers
Watkins, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 5	\$13 sales
Hongkong Electric Company, Limited	\$ 5	\$63 buyers
Hongkong and China Gas Company, Limited	\$ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$175 sellers
Geo. Fenwick & Co., Limited	\$ 25	\$32 sellers
Hongkong Ice Company, Limited	\$ 25	\$197 sales
Hongkong High-Level Tramways Company, Limited	\$ 100	\$309 buyers
Dairy Farm Company, Limited	\$ 5	\$11 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$10 sales
Campbell, Moore & Co., Limited	\$ 10	\$11 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 125. 6d.	\$125. 6d.
United Asbestos Oriental Agency, Limited	\$ 4	\$10 sales
Tebrau Planting Company, Limited	\$ 5	\$11
Universal Trading Co., Limited	\$ 20	\$204 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$30 buyers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 10	\$5 ex div.
William Powell, Limited	\$ 50	Tails 347
Shanghai-Langkat Tobacco Company, Limited	Tails 100	Tails 347

Telegraphic Address—"Rialto."		
Telephone No. 148.		
P. O. Box No. 17.		

STEAMERS EXPECTED.		
VESSEL'S NAME	FROM	AGENTS.

Laos	Singapore	Messageries Maritimes
Peru	Japan	Pacific Mail S. S. Co.
Empress of India	Vancouver	C. P. R. Co.
Coptic	San Francisco	Pacific Mail S. S. Co.
America Maru	San Francisco	Pacific Mail S. S. Co.

STEAMERS EXPECTED.		
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Empress of India	Vancouver	C. P. R. Co.
Coptic	San Francisco	Pacific Mail S. S. Co.
America Maru	San Francisco	Pacific Mail S. S. Co.

STEAMERS EXPECTED.		
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Post Office.

A Mail will close —

For Canton—*Per Pouan*, to-morrow, the 12th instant, at 9 A.M.

For Kunchuk, Siam and Sauehui—*Per Tung-koong*, to-morrow, the 12th instant, at 9 A.M.

For Canton—*Per Fatshan*, on Monday, the 13th instant, at 7.30 A.M.

For Singapore—*Per Amigo*, on Monday, the 13th instant, at 9 A.M.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—*Per Olympia*, on Monday, the 13th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—*Per Indus*, on Monday, the 13th inst., at 11 A.M.

For Macao—*Per Heunchan*, on Monday, the 13th instant, at 1.15 P.M.

For Yokohama—*Per Choyasang*, on Monday, the 13th instant, at 2 P.M.

For Manila—*Per Yuensang*, on Monday, the 13th instant, at 3 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria (B.C.) and Seattle, (U.S.A.)—*Per Kinshu Maru*, on Monday, the 13th inst., at 3 P.M.

For Moji—*Per Ness*, on Monday, the 13th instant, at 5 P.M.

For Canton—*Per Hankow*, on Monday, the 13th instant, at 5 P.M.

For Swatow, Amoy and Tamsui—*Per Formosa*, on Monday, the 13th instant, at 5 P.M.

For Singapore, Penang and Bombay—*Per Bitagong*, on Tuesday, the 14th inst., at 11 A.M.

For Shanghai—*Per Loongmoon*, on Tuesday, the 14th instant, at 2 P.M.

For Shanghai, Wei-hai-wei, Cheloo and Port Arthur—*Per Tamsui*, on Tuesday, the 14th instant, at 4 P.M.

For Manila—*Per Rosetta Maru*, on Tuesday, the 14th instant, at 5 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—*Per Empress of China*, on Wednesday, the 15th instant, 11 A.M.

For Singapore, Penang and Calcutta—*Per Kumsang*, on Wednesday, the 15th instant, 2 P.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—*Per Chingta*, on Friday, the 17th instant, at 4 P.M.

For Kobe—*Per Changsha*, on Friday, the 17th instant, at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per Nippon Maru*, on Saturday, the 18th inst., at 10.45 A.M.

For Europe, &c., India, via Tuticorin—*Per Bengal*, on Saturday, the 18th inst., at 11 A.M.

For Manila—*Per Sungkiang*, on Tuesday, the 21st instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—*Prinz Heinrich*, on Wednesday, the 22nd inst., at 11 A.M.

For Singapore and Bombay—*Per Malacca*, on Saturday, the 23th instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—*Per Turan*, on Wednesday, the 29th instant, at 11 A.M.

OPIMUM QUOTATIONS.

Hongkong, 11th January.

To-day's quotations are as follows:—

BENGAL —New Patna.....	©	₹920/92½
Old Patna.....	©	925
New Benares.....	©	915/912½
Old Benares.....	©	920nom.
		Per picul.
MALWA —New.....	©	₹920/930
Last years.....	©	910/20
2½ years old.....	©	920/30
3¼ years old.....	©	930/40
Putterfore.....	©	940
PERSIAN —Superior drug was sold.....	©	640

**RIVER STEAMERS, SCHOONERS,
AND LORCHAS.**

Faishan, British steamer, 1,425, Lossius, —
Hongkong, Canton, and Macao Steamboat
Co.
Honam, British steamer, 1,377, M. D. Jones,
— Hongkong, Canton, & Macao Steamboat
Co.
Powan, British steamer, 1,873, A. N. Patrick, —
Hongkong, Canton, and Macao Steamboat
Co.
Hankow, British steamer, 2,352, C. V. Lloyd, —
Butterfield & Swire
Hoi-tong, Chinese steamer, 493 tons, Captain
— Chi Wo & Co.
Tai-shan, British steamer, 728, J. Lawrence, — Tai
Ong Steamship Co.
Pak Kong, British steamer, — Kwong Wan S.S.
Co.
Kong Nam, British steamer, T. Austin, R.N.R.,
— Chinese Owned.

Frank and Margo

Hongkong and Macao
Heungshan, British steamer, 1955, W. E. Clarke, —Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lurghan, British steamer, 141, C. F. Morrison, R.N.R., —Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. Mackenzie, —China Merchant Steam Navigation Co.

nton and West River

Nanning, British steamer, R. D. Thomas.
—Hongkong, Canton and Macao Steam
boat Co.
Sainam, British steamer, W. Dixon, —Hong
kong, Canton and West River Steamboat

VESSELS IN PORT.

Steamers.

AMIGO, German steamer, 772, Johansen, 1st Jan., Saigon 2d Jan., Richey.—Johnson.

BIAGNO, Italian steamer, 1,509, P. Brusca, Pietro, 10th Jan.—Singapore 31st Dec. General.—Carlowitz & Co.

CHINGTU, British steamer, 2,663, J. Williams, 26th Dec.—Sydney, N.S.W. 30th Nov. General.—Butterfield & Swire.

DAIO, Japanese steamer, 845, K. Kato, 8th Jan.—Tamsui 31st Jan, Amoy 6th, and Swatow 7th, General.—Mitsui Bussan Kaisha.

DECIMA, German steamer, 794, H. Schlickel, 5th Jan., Manila 1st Jan., Balabac, Sander, Welter & Co.

DEVAWONGSE, German steamer, 1,057, H. Hays, 10th Dec.—Bangkok 23rd Dec. 1891.—Butterfield & Swire.

EMPEROR OF CHINA, British steamer, 3,003, Archibald, R.N.R., 25th Dec.—Vancouver (B.C.) and Dec. and Shanghai 22d, Macao and General.—C. P. R. Co.

FOOCHOW, British steamer, 1,158, C. Smith, 31st Dec.—Canton 31st Dec., General.—Butterfield & Swire.

FUKUKI MARU, Japanese steamer, 1,825, K. I. 7th Jan.—Maroran 23rd Dec., Coal.—Dodwell & Co., Ltd.

GLENNOLLY, British steamer, 3,750, W. Frazer, 9th Jan.—Shanghai 6th Jan., General.—Dodwell & Co., Ltd.

HEINRICH MENZEL, German steamer, P. Delfs, 24th Dec.—Canton 23rd Dec. General.—A. Trading Co.

HUMBER, British steamer, 1,178, K. Frazer, 25th Jan.—Canton 7th Jan.—General.—C. P. R. Co.

INDEPENDENT, German steamer, 871, A. Hall,
9th Jan., Canton 4th Jan., General.—
Sander, Wieler & Co.
KARFON, British steamer, 1,024, G. H. Penne-
father, 9th Jan.,—Cebu 4th Jan., Hemp-
and Hides.—Butterfield & Swire.
KASHING, British steamer, 1,136, R. Sanderson,
25th Dec.,—Chinkiang 20th Dec., General.—
—Butterfield & Swire.
KINSHIU MARU, Japanese steamer, 3,486, F.
S. Pyne, 4th Jan.,—Seattle 5th Dec., General.—
Nippon Yusen Kaisha.
KINTUCK, British steamer, 2,850, G. W. Long,
9th Jan.,—Singapore 1st Jan., General.—
Doddwell & Co.
KOHSEI MARU, German steamer, 1,265, J. Leus-
10th Jan.,—Bangkok 31st Dec., Rice.—
Melchers & Co.
KUMSANG, British steamer, 2,078, E. J. Bujle,
10th Jan.,—Singapore 1st Jan., General.—
Jardine, Matheson & Co.
KUTSANG, British steamer, 1,495, T. W. Selb-
10th Jan.,—Chinkiang 6th Jan., Pea-nut
—Jardine, Matheson & Co.
KWANGSE, British steamer, 1,240, A. Harri-
9th Jan.,—Canton 8th Jan., General.—
—Butterfield & Swire.
KWEILIN, British steamer, 1,018, D. H. Ma-
Kenner, 10th Jan.,—Canton 3rd Jan., Gen-
ral.—Butterfield & Swire.
MARIE JESSEN, German steamer, 1,772, J.
Hemmert, 19th Dec.,—Bangkok 1st Dec.,
Rice.—Kong Fat.
NIPPON MARU, Japanese steamer, 3,437,
W. Greene, 9th Jan.,—San Francisco 1st
Dec., Honolulu 18th, Yokohama 1st Jan.
Kobe 2nd, Nagasaki 4th, and Shanghai 7th
Mails and General.—F. & O. S. N. Co.
OLYMPIA, American steamer, 1,791, J. C.
Truebridge, 14th Dec.,—Tacoma via Jan.
11th Dec.,—Seattle.—Doddwell & Co.
OSLO, Norwegian steamer, 770, O. Mathies-
9th Jan.,—Sourabaya and Singapore 2d
Dec., General.—Sander, Wieler & Co.
PENARTH, British transport, 1,959, W. H. W.
7th Jan.,—Wellington 6th Dec., Coal.—
Admiralty.
PETRARCH, German steamer, 1,252, H. Ueck-
20th Dec.,—Labuan 12th Dec., Sugar
Sander, Wieler & Co.
POLAMHALL, British steamer, 2,596, T.
Heppel, 22nd Dec.,—New York 19th
Cases Oil.—Standard Oil Co.
PKO JESS, German steamer, 687, H. Me-
4th Jan.,—Purton 1st Jan., Ballast
Siemens & Co.
SABINE KEMMERS, British steamer, 690, J.
Sander, R. N. R., 10th Jan.,—Singapore
Dec., Kerosine.—Arnhold, Karberg &
SALAMANCA, British steamer, 883, J. H. An-
son, 16th Dec.,—Mojoi 9th Dec., Coal,
Bradley & Co.
SATURN, American transport, 1,617, Fran-
Foso, 14th Nov.,—Shanghai 11th Jan.,
STRASSBURG, German steamer, 3,205, L.
sen, 10th Jan.,—Yokohama 23rd
General.—Carlowitz & Co.
THEA, German steamer, 934, H. Obberich-
Jan.,—Haiphong and Hoihoi 8th
General.—Sander, Wieler & Co.
YCHOUGH, British steamer, 1,305, Brown,
Jan.,—Cardiff 10th Nov., Coal.—B-
field & Swire.
YUENSANG, British steamer, 1,128, P. H. E.
R. N. R., 10th Jan.,—Manila 7th Jan.,
ral.—Jardine, Matheson & Co.

Jailing Vessels.
DIRIGO, American ship, 2,845, Geo. W. G.
6th Dec.,—New York 30th
Kerosine Oil.—Master.
FRED. P. LITCHFIELD, American bark,
Allen Fulton, 12th Dec.,—Frem-
W. A., 15th Sept., Sandalwood.—Order.
HERZOK JOHANN ALBRECHT, Ger-
schopner, 701, Andersen, 10th Octo-
Manila 6th Oct., General.—Master.
LUCIA, British ship, 640, Andersen, 10th
—Rajang 6th Sept., Timor.—Master.
MOBILE BAY, British bark, 4,177, Jan.
Boyu, 12th Dec.,—Bangkok 17th
Coals.—Jardine, Matheson & Co.
NIOLO, British bark, 649, Cardai-
Jan.,—Freemantle, Wash. and Aus-
21st Oct., Sandalwood.—Order.
SEA WITCH, American ship, 1,172, Howe,
Feb.,—Manila 18th Feb., Ballast.—
VALE OF DOON, British bark, 669, J. Pe-
16th Dec.,—Rajang 18th Nov., Timor.
Sander, Wieler & Co.
WEST YORK, British bark, 706, W. S. F.
20th Dec.,—Callao 10th Oct., Bar-
E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIP
ON THE CHINA STATION.
Hongkong, January 11th,
Alacrity, despatch-vessel, 1,700 tons, 1
3,000 i.h.p., Comdr. S. E. Easkine,
kong.
Aldion, 1st-class battleship, 12,900 tons,
i.h.p., 16 guns, Capt. W. W.
Hongkong.
Algiers, sloop, 1,050 tons, 6 guns, 1,100
Comdr. W. Carey, Newchwang.
Amphitrite, 1st-class cruiser, 12,950
Capt. Wm. Stokes Rees, C.B., Hong-
Arslukhan, 1st-class cruiser, 4,300 tons,
500 i.h.p., Capt. J. Stirling, Shang-
Argonaut, 1st-class cruiser, 11,000 tons,
i.h.p., 16 guns, Capt. G. H. Chen,
Wei-hai-wel.
Astrak, 2nd-class cruiser, 4,300 tons,
i.h.p., 10 guns, Capt. C. J. Baker,
kong.
Aurora, 1st-class cruiser, 5,600 tons, 8
12 guns, Capt. E. H. Bayly, C.B.,
kong.
Blenheim, 1st-class cruiser, 9,000 tons,
21,411 i.h.p., Capt. F. H. Henderson,
Hongkong.
Brady, 1st-class gunboat, 710 tons,
i.h.p., 6 guns, Lieut. and Comd.
Leake, Hongkong.
Brish, 3rd-class cruiser, 1,700 tons,
5,600 i.h.p., Commander E. H.
Singapore.
Bristolmark, 1st-class gunboat, 710 tons,
i.h.p., 6 guns, Lieut.-Comdr. E.
Hongkong.
Cressy, 1st-class cruiser, 12,000 tons,
Tudor, Marseilles.
Daphne, sloop, 1,050 tons, 8 guns, 2
Capt. Wm. C. Pakenham, Singa-
Edgar, 1st-class cruiser, 5,600 tons,
8,000 i.h.p., Capt. Stokes, Amoy.
Eudymion, 1st-class cruiser, 7,350 tons,
i.h.p., 12 guns, Capt. A. W. Paget,
Hongkong.
Eth, coast defence gunboat, 263 tons,
200 i.h.p., Lieut.-Comdr. W. For-
klang.
Fame, twin screw, torpedo-boat des-
tons, 5 guns, 5,400 i.h.p., Lieut.-
C. Mackenzie, D.S.O., Lieut.-
first-class gunboat, 455 tons,
i.h.p., Lt. and Comdr. Beat-
Hongkong.
Glory, 1st-class flagship, 12,500 tons,
13,500 i.h.p., Capt. A. Carter, Hong-
Gallat, 1st-class battleship, 12,950
guns, 13,500 i.h.p., Capt. L. Wil-
kong.
Hart, twin screw, torpedo-boat des-
tons, 6 guns, 4,000 i.h.p., in re-
Handy, twin screw, torpedo-boat des-
tons, 6 guns, 4,000 i.h.p., in re-
G. C. Hardy, 1st-class
Humber, steamer, 1,600 tons, Hong-
General.

Ocean, 1st-class battleship, 12,500 tons, 19 guns,
i.h.p., 16 guns, Capt. R. W. White, Amoy.
Orlando, 1st-class cruiser, 5,500 tons, 12 guns,
8,500 i.h.p., Capt. J. H. Gable, C.B., Hong
kong.

Otter, torpedo-boat destroyer, 350 tons, 6 guns,
6,300 i.h.p., Lieut. and Comd. C. P. Manse,
Hongkong.

Phoenix, sloop, 3,060 tons, 6 guns, 1,400 i.h.p.,
Comdr. W. M. Nicholson, Hankow.

Pigmy, 1st class gunboat, 750 tons, 6 guns,
1,200 i.h.p., Lt. and Comdr. A. H. Oldham,
Hongkong.

Pique, twin screw, 2nd-class cruiser, 3,500 tons,
8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,
Hongkong.

Plough, 1st class gunboat, 435 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. Watts, June
Canton.

Ramster, surveying-ship, 583 tons, 650 i.h.p.,
Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 805 tons, 6 guns,
1,200 i.h.p., Lieut.-Com. C. F. Corbett,
Hongkong.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p.,
Lieut.-Comdr. G. E. Webster, West River.

Rosario, sloop, 698 tons, 6 guns, 1,400 i.h.p.,
Comdr. A. W. Hamilton, Wei-hai-wee.

Sandpiper, British river-gunboat, 85 tons,
guns, i.h.p., Lt.-Comdr. M. Lockhart,
West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p.,
Lieut. and Commander Dalgety, Yangtsze.

Swift, 2nd-class gunboat, 750 tons, 6 guns,
870 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons,
in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns,
8,000 i.h.p., Capt. F. G. Stimpford, Hong
kong.

Tamar, receiving ship, 4,600 tons, Commodore
Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons,
guns, 10,000 i.h.p., Capt. Percy Scott,
Hongkong.

Tweed, coast defence gunboat, 363 tons,
guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons,
i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer,
601 tons, 6 guns, 6,000 i.h.p., in reserve
Hongkong.

Wheeler, coast defence ship, 2,750 tons, 4
guns, 1,000 i.h.p., in reserve Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns,
i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns,
i.h.p., Lieut.-Comdr. H. E. Hill,
Yangtze.

30 torpedo-boats in Reserve Nos. 8, 35, 3,
and 36, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 670 tons, Cap.
Heinrich, en route Singapore.

Holland, Dutch cruiser, 3 guns, 3,900
i.h.p., Capt. S. N. Sybrandt, Swatow.

Koningin Wilhelmina der Nederlanden, 1st-
cruiser, 3 guns, 4,600 tons, 5,900
i.h.p., Capt. J. P. Rossum, Swatow.

Leopold, Austrian cruiser, 1,600 tons, Cap.
Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, C.
José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10
guns, 5,900 tons, 9,755 i.h.p., Capt. V.
Ritter v. Sumbuchi, Shanghai.

Pet Hein, Dutch cruiser, 5 guns, 3,600
i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 350 tons, C.
Mello, Macao.

FOREIGN MEN-OF-WAR ON THE COAST
AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured
cruiser, 5,000 tons, twin screw, 36 guns, 9,500
i.h.p., Captain Jakovlev, at Nagasaki.

Admiral Nahikimoff, Russian armoured
cruiser, 28 guns, 9,000 tons, 9,000 i.h.p.,
Vserolsky, at Tsungshan.

Aleout, Russian gunboat, 810 tons, 8 guns,
h.p., Captain, Eliskisy, at Nagasaki.

Bobry, Russian gun-vessel, twin screw, 9
guns, 1,450 h.p., Captain Dobrovolny,
at Taku.

Dimitri Donskoi, Russian armoured
cruiser, 6,000 tons, twin screw, 34 guns, 7,000
i.h.p., Comdr. Sharon, at Hongkong.

Gaidamak, Russian: gunboat, 400 tons,
twin screw, 18 guns, 3,500 h.p., Capt. So-
nikiff, at Taku.

Grantski, Russian armoured cruiser,
twin screw 12 guns, 2,000 tons,

Mikhalshewsky, at Shanghai.

Korvety, Russian cruisers, 2,000 tons,
h.p., Capt. Suahany, at Taku.

Mandjuri, Russian cruiser, 1,213 ton
screw, 14 guns, 1,500 h.p., Capt. V.
Nagasaki.

Navarin, Russian battleship, 10,000
tons, 9,000 h.p., Capt. Zenish, at
Nagasaki.

Nayazdnik, Russian cruiser, 1,334 tons,
1,800 h.p., Capt. Zarine, at Nagasaki.

Otravnyi, Russian armoured cruiser, 1,
twin screw, 12 guns, 2,000 h.p.,
Copranoff, at Shanghai.

Petrovskiy, Russian battleship, 12,
twin screw, 14 guns, 2,000 h.p.,
Capt. Russian, at Nagasaki.

Poltacki, Russian battleship, 10,900
tons, 11,255 i.h.p., 16 guns, Capt. Orlov,
Nagasaki.

Rostia, Russian armoured cruiser, 12,
22 guns, 14,500 h.p., Capt. Domogodov,
Nagasaki.

Rosbainyk, Russian cruiser, 1,350 to
h.p., 11 guns, Capt. Komardik, at
Shanghai.

Rurik, Russian flagship, 10,940 tons,
twin screw cruiser, 1st class,
13,500 h.p., Capt. Haupt, at Port
Arthur.

Sesawofski, Russian battleship, 10,
13,500 h.p., 16 guns, Capt. Melnikov,
Nagasaki.

Silach, Russian gunboat, 4 guns, 1
h.p., Capt. Barronoff, at Nagasaki.

Stroi Veliky, Russian battleship, 8,
14 guns, 8,500 i.h.p., Capt. Tatarnikov,
Manila.

Steutsch, Russian gunboat, 950 to
screw 13 guns, 1,200 h.p., Capt.
at Nagasaki.

Sueaborg, 1st class, Russian torpedo
boat, 3 guns, 2 torpedoes, 750 h.p.,
at Taku.

Vladimir Monomach, Russian cruiser,
16 guns, Prince Ouchkov,
Hongkong.

Yostok, Russian torpedo gunboat, 4
h.p., Com. Molchoucky, at Nagasaki.

Vladimir, Russian torpedo boat, 4
guns, twin screw, 1,500 h.p., Capt.
at Taku.

Zadligke, Russian cruiser, 1,350 tons,
2,000 h.p.; Capt. Shkurff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350
Novakovsky, at Shanghai.

Foet, Russian torpedo boat, 23,
220 h.p., at Shanghai.

Janchick, Russian torpedo boat,
gun, 270 h.p., no knots.

Kashka, Russian torpedo boat, 350
Mouraviev, at Shanghai.

Kli, Russian torpedo boat, 350 to
Kivarsky, at Shanghai.

Nereva, Russian torpedo boat, 350
to 400 h.p., no knots.

gun, 320 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 16 knots.
Ska, Russian torpedo boat, 350 tons, Capt. Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Scotchiana, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 16 knots.
Som, Russian torpedo boat, 400, Capt. Giers, at Shanghai.
Starlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 130 tons, 1 gun, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexievitch.
† Flagship of Rear-Admiral F. V. Dubossarsky.
† Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.
Bussard, German cruiser, 1,850 tons, 8 guns, 10,000 h.p., Capt. Basewitz, at Saigon.
* *Fürst Bismarck*, German battleship, 10,500 tons, 32 guns, Capt. Graf Lotke, at Tientsin.
* *Gefier*, German cruiser, 4,100 tons, 8 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
* *Cetor*, German cruiser, 1,600 tons, 8 guns, Capt. Baer, at Shanghai.
*** *Hansa*, German cruiser, 6,800 tons, 10 guns, Capt. Paschen, at Woosung.
* *Hela*, German despatch-vessel, 2,000 tons, 2 guns, Capt. Rampold, at Woosung.
* *Hertha*, German cruiser, 5,600 tons, 30 guns, Capt. Derrewsky, at Saigon.
* *Illis*, German gunboat, 900 tons, 10 guns, 10,000 h.p., Lieut. Comdr. Schmeier, at Hongkong.
* *Irene*, German cruiser, 4,300 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
* *Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fouchou.
* *Kaiserin Augusta*, German cruiser, 6,330 tons, 30 guns, 14,000 h.p., Capt. Stein, at Amoy.
* *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. Holzendorff, at Woosung.
* *Luchs*, German gunboat, 850 tons, 10 guns, 10,000 h.p., Comdr. Daehnhardt, at Shanghai.
* *Schwalbe*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
* *Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
* *Tiger*, German gunboat, 950 tons, 10 guns, 10,000 h.p., Comdr. von Gittelstädt, at Bangkok.
* *Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Hofnauer, at Amoy.
* *Warta*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Takau.
* *K. F. Wilhelm*, German battleship, at saki.
* *No. 90*, German torpedo-boat, 320 tons, 1 gun, Hoepfler, at Shanghai.
* *No. 91*, German torpedo-boat, 360 tons, 1 gun, Lieut. Pullen, at Shanghai.
* *No. 92*, German torpedo-boat, 320 tons, 1 gun, Flumrich, at Shanghai.
* Flagship of His Excellency Vice-Admiral Bendenker.
* Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirch.

THE CHINESE SQUADRON.
Alonetta, gunboat, 200 tons, Lieut. Belloy, at Nagasaki.
* *Amiral Charner*, 2nd-class cruiser, 4,800 tons, Capt. Baëthe, Saigon.
* *Bengali*, 2nd class despatch-boat, Lt. De La Croix de Castries, at Nagasaki.
* *Bugeaud*, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., Capt. Defevre, at Shanghai.
* *Chasseloup Laubat*, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espartero, at Tonkin.
* *Comete*, gunboat, 600 tons, Capt. L. Canton.
* *Dacadei*, gunboat, 640 tons, Capt. Le Pailhade.
* *D'Entrecasteaux*, 1st class cruiser, 10,500 tons, 13,500 i.h.p., Capt. Fournet, Tonkin.
* *Descartes*, 2nd class protected cruiser, 36 tons, 36 guns 631 i.h.p., Capt. L. Canton.
* *Eure*, Dispatch-transport, Captain V. Canton.
* *Friend*, 2nd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
* *Jean Bart*, 1st class cruiser, 4,500 tons, 8,000 i.h.p., Capt. Aubin, at Takau.
* *Kersaint*, 3rd class cruiser, 1,300 tons, 2,000 i.h.p., Capt. de la Portail, at Saigon.
* *Ltom*, gunboat, 500 tons, 8 guns, 576 h.p., Frost, at Takau.
* *Pascal*, 2nd-class protected cruiser, 36 tons, 9,000 i.h.p., Capt. M. Canton.
* *Sfax*, 3rd-class cruiser, 1,800 tons, 10 guns, at Hongkong.
* *Surprise*, gunboat, 700 tons, 10 guns, Capt. Mornet, at Shanghai.
* *Ville d'Alger*, monitor, 944 tons, Bommersau, at Hongkong.
* *Viper*, gunboat, 400 tons, Captain Villeneuve, at Fouchou.
* Flagship of Vice-Admiral Courtes.

THE AMERICAN SQUADRON.
* *Albany*, U.S. cruiser, 3,500 tons, Comdr. Craig, at Manila.
* *Bennington*, U.S. gunboat, 1,710 tons, 1,430 h.p., Comdr. C. H. Arnold, at Hongkong.
* *Brooklyn*, Flagship, U.S. cruiser, 9,000 tons, Comdr. C. M. Thomas, at Shanghai.
* *Callao*, U.S. gunboat, 137 tons, 1 gun, Lieut. Comd. G. B. Bradshaw, at Amoy.
* *Castine*, U.S. gunboat, 130 tons, 8 guns, Comdr. S. W. Verry, at Shanghai.
* *Celife*, U.S. supply ship, 6,428 tons, Comdr. G. T. Force, at Manila.
* *Concord*, U.S. gunboat, 1,700 tons, 6 guns, Comdr. H. C. D. Colby, at Amoy.
* *Culgoa*, U.S. gunboat, 7,000 tons, 10 guns, Comdr. W. Carlin, at Manila.
* *Don Juan de Austria*, U.S. gunboat, 3,000 tons, Capt. Bowenman, at Hongkong.
* *Glacier*, U.S. supply-ship, Lieut. Mort, at Manila.
* *Hylene*, U.S. gunboat, 1,307 tons, 8 guns, Comdr. E. K. Moore, at Manila.
* *Iris*, U.S. distilling ship, 1,750 tons, Capt. J. J. Meaney, at Manila.
* *Isla de Luzon*, U.S. gunboat, 1,330 tons, V. B. Ebley, at Manila.
* *Kentucky*, U.S. battleship, 11,500 tons, Comdr. C. C. Stockton, at Amoy.
* *Manila*, U.S. gunboat, 1,057 tons, 10 guns, Lieut. Comdr. A. P. Nazaro, at Amoy.
* *Marblehead*, U.S. gunboat, 1,000 tons, 10 guns, Comdr. E. H. Green, at Amoy.
* *Monadnock*, U.S. double-turret monitor, 6 guns, 3,000 h.p., Comdr. Speyers, at Canton.
* *Monocacy*, U.S. gunboat, 1,370 tons, 8 guns, Comdr. G. A. Eickman, at Amoy.
* *Montevideo*, U.S. double-turret monitor, 6 guns, 3,000 h.p., Comdr. Eickman, at Shanghai.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 12 12 h.p., Capt. F. W. Dickerson, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 7 h.p., Comdr. C. C. Cornwall, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Manila.

Scintilla, U.S. cruiser, 7,500 tons, Comdr. J. Miller, U.S.N., at Hongkong.

Whedding, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manilla.

Wilmington, U.S. cruiser, 2,222 tons, Capt. O. Allibone, at Albany.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. G. S. Sperry, at Manilla.

Yoshino, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Idson, at Manila.

Zafra, U.S. dispatch-vessel, 675 tons, Capt. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. Canelli, Shanghai.²

Lombardia, Italian cruiser, 2,900 tons, Boet John, Shanghai.

Mareo Polo, Italian cruiser, 4,883 tons, Capt. Botti, Shanghai.

Vesuvio, Italian cruiser, 1,500 tons, 12 guns, 1,682 i.h.p., Capt. Zezi, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 10 guns, Captain-S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guñs, h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guñs, h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guñs, h.p., at Yokosuka.

Coast Defense Ships.

Matsumiya, 1st class, 4,277 tons, 25 guñs, 5,400 h.p., at Saseho.

Itsukushinika, 1st class, 4,277 tons, 35 guñs, 5,400 h.p., at Kure.

Harsidate, 1st class, 4,277 tons, 35 guñs, h.p., at Saseho.

Kongo, 2nd class, 2,400 tons, 13 guñs, 2,010 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guñs, 2,010 h.p., Capt. Hiroo Tonji, at Japan.

Hetyen, 2nd class, 2,600 tons, 15 guñs, 2,410 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,910 tons, 15,500 h.p., at Saseho.

Chiotee, protected cruiser, 1st class, 4,910 tons, 15,500 h.p., at Saseho.

Akashi, protected cruiser, 1st class, 2,860 tons, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 3,720 tons, 15,000 h.p., at Shanghai.

Namata, protected cruiser, 1st class, 3,720 tons, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class, 3,720 tons, 21 guñs, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,460 tons, 5,500 h.p., at Kure.

Takaaga, protected cruiser, 1st class, 3,720 tons, 30 guñs, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,460 tons, Capt. Shinamura, 24 guñs, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,720 tons, 30 guñs, 6,080 h.p., Capt. Warita, at Japan.

Satsuyei, protected cruiser, 1st class, 2,460 tons, 15 guñs, 2,800 h.p., at Yokosuka.

Akiturushima, protected cruiser, 1st class, 3,720 tons, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guñs, 5,400 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guñs, 2,410 h.p., Capt. Matsude, at Japan.

Yayama, 3rd class, 1,600 tons, K. Matsuura, 1st class, 6,530 h.p., at Japan.

Tokushi, 3rd class, 1,300 tons, at Japan.

Mastui, 12 guñs, 1,887 h.p., at Japan.

Osagi, 2nd class, at Taku.

Sayanami, torpedo-boat destroyer, 1,000 tons, Capt. J. Takenonchi, at Japan.

Bloops and Corvettes.

Musashi, 1,490 tons, 10 guñs, 1,600 h.p., at Yokosuka.

Katuragi, 1,480 tons, 10 guñs, 1,600 h.p., at Saseho.

Yamatoto, 1,480 tons, 10 guñs, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guñs, 1,165 h.p., at Japan.

Kaimon, 1,360 tons, 10 guñs, 1,120 h.p., at Saseho.

Amagi, 1,030 tons, 13 guñs, 720 h.p., at Sukka.

Gun-boats.

Oikima, 620 tons, 10 guñs, 1,200 h.p., at Japan.

Abagi, 620 tons, 10 guñs, 700 h.p., at Japan.

Atago, 620 tons, 10 guñs, 700 h.p., at Japan.

Miya, 620 tons, 10 guñs, 700 h.p., at Japan.

Chitose, 620 tons, 10 guñs, 700 h.p., at Japan.

Soko, 572 tons, 4 guñs, 400 h.p., at Saseho.

Tsuiki, 600 tons, 6 guñs, 400 h.p., at Japan.

Chinko, 490 tons, 5 guñs, 472 h.p., at Japan.

Chinest, 490 tons, 5 guñs, 472 h.p., at Japan.

Chin Hoku, 490 tons, 5 guñs, 472 h.p., at Japan.

Chin Pui, 490 tons, 9 guñs, 455 h.p., at Japan.

Chin Chu, 500 tons, 9 guñs, 455 h.p., at Japan.

Yakichio, gunboat, 4,000 tons, Captain Japan.

Torpedo-gunboat.

Tatsuma, 875 tons, 6 guñs, 5 torpedoes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.

Shinomono, 279 tons, at Kure.

Yuguri, 279 tons, at Takekishi.

Shiranushi, 279 tons, at Kobe.

Ikaduzuki, torpedo-boat destroyer, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, Comdr. Iwamura, at Japan.

Kotaka, 190 tons, 6 torpedo-tubes, 18 guñs, 1,000 h.p., at Japan.

Shiranushi, torpedo-boat, 279 tons, at Kosoma, Japan.

Akaze, torpedo-boat destroyer, Lieut.-Comdr. H. Kawase, Japan.

Oboe, torpedo-catcher, 318 tons, Captain Japan.

14 boats (Creusot), 56 tons, 2 torpedoes, 525 h.p.

1 boat (Kobe), 56 tons, 2 torpedo-boats, 1,300 h.p.

1 boat (Normand), 75 tons, 2 torpedoes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedoes, 1,300 h.p.

4 boats (Yarrow), 40 tons, 3 torpedoes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedoes, 620 h.p.

Miscellaneous.

Tokuma, at Yokosuka.

Fuso, at Kure.

Naniwa, at Yokosuka.

Rinjia, armoured cruiser, 2,530 tons, 800 h.p.,
(used as gunnery training ship)

Kanfu, sailing-ship, 877 tons, 6 guñs,
(used as training ship)

Manju, sailing-ship, 877 tons, 6 guñs,
(used as training ship)

Tsukuba, wooden sailing-ship, 10 guñs, 220 h.p., at Bedalman,
(used as training ship)

Adama, sailing corveta, 1,420 tons, at Yokosuka
(used as gunnery training ship)

Jingai, wooden paddle steamer, 1,420 tons, at Yokosuka

THE HONGKONG TELEGRAPH.

50 QUEEN'S ROAD,
HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe and America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

CORRESPONDENCE.

Literary matter, which must be properly authenticated with the name and address of the writer, should be addressed to the Editor. Communications should be written on one side of the paper only.

Business communications should be addressed to the Manager and not to individual members of the staff.

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DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter, and per month, are proportional, viz:—

DAILY—\$7.50 per quarter; \$2.50 per month.

WEEKLY—\$3.25 per quarter; \$1.08 per month.

The daily issue is delivered free without charge to the subscriber's residence. Or sent by post an additional \$1.80 per quarter is charged for postage.

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The *Hongkong Telegraph* is the best medium for advertising in China. It is largely among all classes of the community the largest daily newspaper and has the widest circulation than any journal in the East.

Special attention given to effecting advertising advertisements.

The type used as a standard for advertising is similar to that used in the United States, and the advertiser is instructed to display the advertisement in any effective style of type will be accepted. This standard runs exactly eight lines in height, and about eight words to the line.

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(per inch.)

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Two months.....	25
Three „.....	35
Six „.....	50
Twelve „.....	75

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 „.....	10
12 „.....	25

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Notices of Births, Deaths, and Marriages. For each insertion in the Daily, and

CONTRACT ADVERTISING.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily and the *Hongkong Telegraph* Office, published in the afternoon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until ordered.

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Job Printing of all descriptions and

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PAMPHLETS,

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All job printing is done under the supervision, well turned out, free of charge, and remarkably cheap at.

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